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NRO, USAF DECLASSIFICATION/RELEASE INSTRUCTIONS ON FILE

MEMORANDUM FOR: HQ-USAF  
AFCIG-5

SUBJECT : Shipping Delay - [REDACTED]  
Fuel Sample 63-1

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1. There is an apparent lack of concern at Wright Patterson Air Force Base in expediting our fuel samples to the laboratory for test. The following is the shipping sequence of Fuel Sample 63-1 shipped by [REDACTED] which clearly points out the delay in processing the shipment at Wright Patterson Air Force Base:

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Sample was shipped [REDACTED] on 21 January 1963 to Travis Air Force Base, California, for transshipment to Wright Patterson Air Force Base Fuel Laboratory. The sample arrived at Travis on 2 February 1963 and was shipped to McClellan Air Force Base on [REDACTED] 3 February 1963. Sample departed McClellan on [REDACTED] 6 February 1963 arriving at the Wright Patterson Air Force Base Terminal on 6 February 1963. Sample was turned over to the Receiving Section by the Air Freight Section at Wright Patterson on 7 February 1963. Item was delayed at the Receiving Section from 7 February 1963 to 15 February 1963 when it was finally turned over to a Mr. Garrett at Bldg. 70, Area "B", Wright Patterson Air Force Base.

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2. We feel that two weeks is a reasonable amount of time to allow for a fuel sample to reach Wright Patterson from [REDACTED] with an assigned 1F Transportation Priority. We become concerned when a laboratory test readout is not obtained within 15 days. In an attempt to locate the sample, numerous telephone calls were made to Travis Air Force Base (2), McClellan Air Force Base (1), and Wright Patterson Air Force Base (2) before we were able to elicit the information presented in the preceding paragraph. We were not able to obtain the reason for the 8 day delay in the Receiving Section at Wright Patterson nor the delay from 15 February to the present at Bldg. 70, which has prevented the sample from reaching the laboratory.

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3. Indications are that Mats and [REDACTED] were responsive to the priority afforded this sample but expedite processing was not afforded by the two sections at Wright Patterson indicated above.

4. It is entirely possible that a future situation of this nature could necessitate the costly requirement to special airlift fuel to meet an operational requirement because fuel in position was not certified for use due to a delayed fuel sample.

FOR THE DEPUTY DIRECTOR (RESEARCH)

BY: [REDACTED]

JACK C. LEDFORD  
Colonel USAF

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MD/OSA-DD/R [REDACTED] 26 Feb 63

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